

**REMARKS**

With this Amendment, claims 29-34 are cancelled. Therefore, claims 35 and 36 are all the claims currently pending in this Application.

Claims 35 and 36 stand rejected under 35 U.S.C. § 112, second paragraph as allegedly indefinite. With this Amendment, Applicants amend pending claims 35 and 36. Applicants submit that the button described in lines 12-19 of page 40 of the specification is only one example of a means to perform the on/off function, which is also a function of the control unit. It would be clear to one of skill in the art from other descriptions in the specification that the control unit 102 controls the transmission unit 101 to transmit the current location information in a desired period (see e.g. the paragraph beginning at page 36, line 22 and the paragraph beginning at page 39, line 19).

Therefore, in view of the above, Applicants respectfully request that the §112 rejection of claims 35 and 36 be reconsidered and withdrawn.

Claims 35 and 36 stand rejected under 35 U.S.C. § 103(a) as allegedly unpatentable over Smith (U.S. Patent 6,430,496). Applicants notes that after dropping off one customer, before picking up another customer, a vehicle for customer transportation, such as a taxi, merely drives around looking for another customer. This reduces the ratio of operating time to total time of such a vehicle.

Therefore, according to the present invention, in order to receive a transportation request (delivery information) of a transportation object (load) from an order receiving server, the control means of a mandatory terminal of the vehicle transmits the current location information

of the vehicle to an order receiving server by controlling a transmission means. Consequently, if the transportation request (delivery information) is received, the vehicle will transport a transportation subject (load).

That is, according to the present invention, location information is transmitted in order to receive a request of transportation of a load while the vehicle is not carrying a customer.

In Smith, which is directed to a system for controlling vehicles, in order to receive a request to pick up a customer, the current location information is automatically, constantly, transmitted. That is, Smith fails to teach or suggest sending current location information while a vehicle is not carrying a customer, in order to receive a request for transportation of a load.

According to the present invention, current location information is not automatically, constantly, transmitted in order to receive a request to pick up a customer, while a current customer is being transported, as in Smith. Rather, in the present invention, in order to receive a request for transportation of a load after a customer is dropped off, the control means of a mandatory terminal transmits the current location information on its own by controlling a transmission means. If it is not necessary to receive the request of transportation of the next load after transportation of a load is completed (for example, if a customer is to be picked up), the control means of the mandatory terminal will stop transmitting current location information by controlling a transmission means.

In view of at least the above, Applicants respectfully request that the §103 rejection of claims 35 and 36 be reconsidered and withdrawn.

In view of the above, reconsideration and allowance of this application are now believed to be in order, and such actions are hereby solicited. If any points remain in issue which the Examiner feels may be best resolved through a personal or telephone interview, the Examiner is kindly requested to contact the undersigned at the telephone number listed below.

The USPTO is directed and authorized to charge all required fees, except for the Issue Fee and the Publication Fee, to Deposit Account No. 19-4880. Please also credit any overpayments to said Deposit Account.

Respectfully submitted,



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